

As with any hubs, regular maintenance of your hub is important to ensure longevity and continued performance.

Intervals of maintenance depend highly on how much you ride, and the environment you ride in.

Normally hub maintenance should be performed at least 2-3 times per season.

As a rule of thumb, if you ride more than a few times a week, or you frequently ride in very wet, or very dusty conditions, its suggested that you perform regular maintenance at least once every couple of months.

At least once per season, it is suggested that you have your hubs serviced by a trained mechanic. Please refer to maintenance points below for details.

If bearings must be replaced, it is recommended that only a trained mechanic with the correct tools/equipment performs this service. Attempts to remove bearings without a bearing puller tool, or to press in bearings without a bearing press, can lead to damaged hub bodies, or premature bearing and hub part failure.



## Regular Rear Hub Maintenance:

1. While the wheel is still assembled to the bicycle, grasp the rim firmly and push it to the left and right. Disregarding rim flex, and tire flex, check to see if any play exists between the rim and hub, which would allow the wheel to move left and right while the hub is fixed in the frame. If any play exists, it may indicate that hub bearings should be replaced, and it is suggested to consult a trained mechanic or your local Spank Sales and Service Center or Distributor.
2. Remove your wheel from the bike, and your brake rotor from the hub, and check the outer surfaces of the hub for any cracks, discoloration, stress marks, or deformation. This includes both the body of the hub, rotor mount bosses, and spoke holes. If any damage is present, it's advised to consult a trained mechanic, or your local Spank distributor, or Sales and Service Center for inspection and advice.
3. Remove the adapter caps and freehub body from your hub. Be sure to remove the black freehub seal and freehub spacer ring, from the hub body along with the freehub. Check the freehub body for any cracks, discoloration, stress marks, or deformation, as well as any excessive scarring of the splines which secure the cassette. Also check the freehub seal for any cracks or tears. If any damage is present, it's advised to consult a trained mechanic, or your local Spank distributor, or Sales and Service Center for inspection and advice.
4. While the adapter caps are removed, check that the adapter cap o-ring seals are in good condition, and not cracked or torn.
5. With the freehub body removed, thoroughly clean the hub internals of any contaminants.
6. Check visible surfaces and threads on the internal axle shaft, for any damage.
7. Check the ratchet ring within the hub body, for any cracks, excessive scarring, or damage. If any damage is present to the axle shaft or ratchet ring, it's advised to consult a trained mechanic, or your local Spank distributor, or Sales and Service Center for inspection and advice.
8. With your finger, roll the bearings on both ends of the hub body a few time, checking for any scratchy feeling or crunching sounds. Bearings should rotate smoothly and silently. If any bearing damage is noticed, it's a good idea to replace your hub bearings before they are compromised, which could lead to other hub issues.
9. Re-lubricate the hub internals, including the axle shaft, ratchet ring, and bearing surfaces, with a light weight pure grease, or specific hub grease. Note: heavy weight lubricants, or lubricants which are not pure and may contain some particulate matter, can damage your hub, and might cause the hub pawls to stick, which can be dangerous.
10. Clean your freehub body thoroughly of any contaminants. Check both bearings in the freehub body, to ensure they spin smoothly and quietly. If any bearing damage is noticed, it's a good idea to replace your freehub bearings before they are compromised, which could lead to other hub issues.
11. Check that all freehub pawls can be depressed smoothly, and will rebound quickly and smoothly back to their outward position. If pawls are deformed in any way, or do not rebound correctly, they may need to be replaced.
12. Re-lubricate you freehub body, including all inner surfaces, and spring and pawls, with a light weight pure grease, or specific hub grease. Then, replace the freehub seal onto the freehub.
13. Align all internal parts inside the freehub body, to allow the axle to pass through it. Then replace the freehub body spacer ring into the freehub.
14. Slide the freehub spacer ring and freehub over the axle shaft of your hub, until it is completely flush with the hub body. In most cases the freehub can be rotated slightly, which will depress the pawls allowing it to insert into the hub body fully. If this is troublesome, it might be necessary to gently depress the pawls as you slide the freehub into the hub body.
15. Rotate the freehub a few times by hand, to ensure the pawls are clicking through the ratchet ring, and there is no interference. Then, reassemble adapter caps, and tighten to 8Nm.

## Regular Front Hub Maintenance:

1. While the wheel is still assembled to the bicycle, grasp the rim firmly and push it to the left and right. Disregarding rim and tire flex, check to see if any play exists between the rim and hub, which would allow the wheel to move left and right while the hub is fixed in the frame. If any play exists, it may indicate that hub bearings should be replaced, and it is suggested to consult a trained mechanic or your local Spank Sales and Service Center or Distributor.
2. Remove your wheel from the bike, and your brake rotor from the hub, and check the outer surfaces of the hub for any cracks, discoloration, stress marks, or deformation. This includes both the body of the hub, rotor mount bosses, and spoke holes. If any damage is present, it's advised to consult a trained mechanic, or your local Spank distributor, or Sales and Service Center for inspection and advice.
3. Remove the adapter caps from your hub, and thoroughly clean hub internals and adapter caps of any contaminants. Confirm that the adapter cap o-ring seals are in good condition, and not cracked or torn.
4. With your finger, roll the bearings on both ends of the hub body a few times, checking for any scratchy feeling or crunching sounds. Bearings should rotate smoothly and silently. If any bearing damage is noticed, it's a good idea to replace your bearings before they are compromised, which could lead to other hub issues.
5. Re-lubricate all surfaces of hub internals thoroughly, and ensure that all internal parts are aligned, allowing the fork axle to pass through the hub.
6. Replace left and right hub adapter caps, and brake rotor.